

ARUBA **Esso** NEWS

VOL. 7, No. 17

PUBLISHED BY THE LAGO OIL & TRANSPORT CO., LTD.

DECEMBER 20, 1946

Section Made for Citizens of 1960

For the future operators, carpenters, supervisors and clerks of Aruba, a new feature begins with this issue (see back page).

With a "Merry Christmas" to Aruba's youngsters from 4 to 12, the ESSO NEWS presents the "Kid's Korner". It will be a regular feature, including stories, puzzles, and pictures for the several thousand children whose fathers take the paper home. Both Papiamento and English will be used, to make the section interesting to as many children as possible.

(Employees who have a smattering of Papiamento or a smattering of English, and want to increase their vocabularies, may find it helpful to compare the stories in the two languages).

Suggestions of material or ideas for the section will be welcomed by the staff.

Spanish Lagoon Homes Available to Public

"Houses for sale" is a strange announcement anywhere in 1946, but that is the situation here, with the Company offering to the general public a number of houses in the vicinity of Spanish Lagoon.

The houses are of concrete, wood and stone construction and are located on the hill at the east side of the Lagoon near Lido Bridge. The land they are on belongs to the Government, but it may be leased by the buyers of the homes. All sales will be for cash.

C. L. Wolfe at the Colony Operations Office is able to give complete information concerning the purchase of any of the houses.

Sección Cuminzá pa Ciudadanonan di 1960

Pa e futuro operators, carpinté, supervisor y clerknan di Aruba, ta cuminzá un secció nobo den e número aki (mira último página).

Cu un "Bon Pascu" na tur muchanan di Aruba di 4 te 12 anja ESSO NEWS ta presenta e seccion "Pa Muchanan". Esaki lo sigui sali den tur número y lo e contene storianan, charada- y prechinnan pa algun mil muchanan, kende nan tata ta hiba e corant cas. Pa haci e secció interesante pa asina tanto mucha cu ta posibel, e secció n lo ta tanto na Papiamento como na Ingles.

(Esnan cu sa un poco Ingles of un poco Papiamento por compará e storianan y di es moda ey aumentá nan vocabulario.)

ESSO NEWS lo aprecia altamente proposicionnan pa material of ideanan pa e secció n.



Cas na Spaans Lagoen Di Venta na Público

"Cas pa vende" ta un anuncio straño tur caminda na 1946, pero tal ta e situació aki, awor cu Compania ta ofrece na público en general algun cas den vecindario di Spaans Lagoen.

E casnan ta di concreet, palo y piedra y nan ta keda p'ariba di e brug di Balashi. E terreno cu nan ta 'riba ta pertenecé na Gobierno, pero cumpradornan di e casnan por huur e terreno. Tur e casnan mester worde pagá cash.

C. L. Wolfe di Colony Operations por duna tur informació tocante compra-mento di e casnan.

SERVICE AWARDS

December, 1946

10-YEAR BUTTONS

Jerome Howdeshell	Medical
Ferrow Himes	T.S.D.
Alfred Post Jr.	T.S.D.
Alejandro Brokke	T.S.D.
Bernardo Arends	T.S.D.
Anibal Croes	Acid & Edel.
Segundo Zara	L.O.F.
Fortunato Kelly	L.O.F.
Romulo Croes	Rec. & Ship.
Nemencio Ridderstap	Marine Wharves
Pedro Feliciano	Marine Wharves
Julius Van Varseveld	Press. Stills
Jan Werleman	P.S.Cleanout
Edward O'Brien	Catalytic
Edmund Cornett	Dry Dock
Francisco Feliciano	Dry Dock
Jacob Baker	Dry Dock
Enrique Halman	Powerhouse
Marco de Cuba	Paint
Invencion Thode	Paint
Juancito Vroolijk	Boiler
Ozias Warner	Labor
Atanacio Tromp	Garage
Marco Hill	Pipe
Frans Croes	Machinist

To all Lago employees and their families, and to our friends, I extend sincere wishes for a Merry Christmas and a Happy New Year

Na tur empleadonan di Lago y nan famianan y na tur nos amigonan mi ta extende deseonan sincero pa un Bon Pascu y un Feliz Anja Nobo

J. J. Horgan

Committee Studies Fixing of Prices

Employee representatives met with Commissary supervisors December 6 in a special meeting intended to show employees how Commissary prices are set, and to study Commissary problems generally. In addition to officers of the Employees' Advisory Committee, the group included the Commissary Sub-committee and the Cost-of-Living Sub-committee of the E.A.C. During the session it was decided that the Commissary Sub-committee and Commissary supervisors will hold meetings on a regular monthly schedule.

Methods of fixing prices were explained by Harry Backus, general supervisor of Commissaries, to illustrate where the money goes that is spent for Commissary goods. He pointed out the various charges that must be added to the original cost. These include the expense of making the purchases, cost of packing for export, freight in the United States, ocean freight, marine insurance, handling charges for loading and unloading,

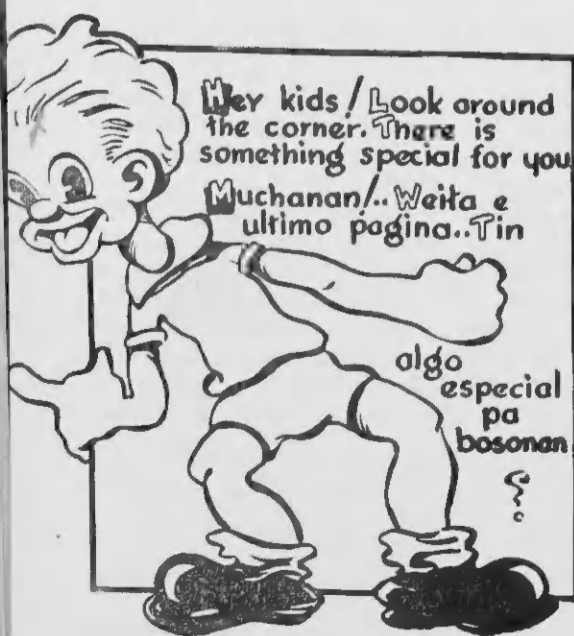
Continued on page 7

War-Years Supplement Appears in Next Issue

The four-part historical review of "the war years at Lago" ends in this issue (see pages 3 to 5). However, the issue of January 10 will include a supplement likely to be of interest to refinery readers.

During the war, Jersey Standard's fleet of ships took petroleum products to fighting fronts all over the world from Leyte to Murmansk. Their stories, recently compiled, make fascinating reading. The next issue will contain the war-experience stories of some of the ships that Lagoites knew best.

Championnan di e klas di 1946—Den un tournament di futbol entre ocho gruponan di aprendiznan cu ta bisbitá den planta tur Dia Sabra mainta, e grupo aki a sali champion. Tur e gruponan ta consisti di aprendiznan di 1946. Den careda p'atras, di robex pa drechi: Luis Geerman, Isidro Feliciano, Basilio Geerman, Martinus Leo, Emeterio Croes, Prislifano Kock (captain) y Anselmo Kock. Den careda p'adlanti: Harry Koolman, Gregorio Tromp, Morris Emerencia, Pablo Flemming, Martinus Dania, Marciano Hernandez, Isildo Kelly, Marciano Robert y Angel Croes.



ARUBA ESSO NEWS

PUBLISHED AT ARUBA, N.W.I. BY THE LAGO OIL & TRANSPORT CO., LTD.

The next issue of the ARUBA ESSO NEWS will be distributed Friday, January. All copy must reach the editor in the Personnel building by Friday noon, January 3. Telephone 523.

Printed by The Curaçao Courant, Curaçao, N.W.I.

WANTED: ONE SHIPLOAD OF SWEET OIL (Available: A few cases of sweet oil)

Food shortages have not become less of a problem in the months since the war ended. It is true that we can get more meat, more fruit, more of some kinds of canned goods than we could two or three years ago, but there are still many kinds of food that cannot be bought in the quantities needed.

Unfortunately, the shortages now are in some plain foods that people want the most. Oils and fats, flour, rice, and cornmeal are foods that there simply aren't enough of in the world. You cannot buy large quantities of them no matter how high a price you want to pay.

Probably one of the most important reasons for this is that enormous quantities of food have been shipped to Europe, Asia, and other needy areas in the last year to prevent the starvation of millions of people. At the same time business conditions everywhere have been topsy-turvy for many months. Recovery to normal conditions has hardly begun. Whether you want an automobile or a pound of rice, the answer is the same — there isn't enough yet to go around for all people who want them.

Also, on many essential items that we want, the United States and other countries that normally export food have either prohibited their export altogether or limited exports to small quantities, and at the same time made it very hard to get export licences. Between export restrictions and the shortages already existing, it is impossible to keep full stocks of everything on hand.

One of the worst shortages recently has been in sweet oil (cooking oil). The Company's purchasing department in New York has made every attempt possible to increase the amount they are sending to us, and continues to try to find more, but so far it hasn't been possible to buy enough to supply the 7,000 Commissary customers.

One shortage usually makes another. When the flour supply gets low, buyers switch to rice or cornmeal, and right away there isn't enough rice and cornmeal to go around. The shortage of sweet oil has created an increased demand for lard, which is also a hard-to-get item. Since we have to order six to nine months ahead, the increased sales of the substituted items create additional shortages. It then takes months to overcome these new shortages.

We are not the only ones feeling these shortages. Five bakeries in Curaçao recently closed for a week because they had no flour. The same thing has happened to bakeries in Oranjestad, and one local bakery is so short of flour that it is out of bread by the middle of each morning.

Next year we need a million pounds of flour, a million pounds of rice, and nearly half a million pounds of cornmeal. Recently the Plant Commissary sold 300,000 pounds of flour in one day (that's 150 tons). Fourteen thousand cans of canned milk were sold in a single day.

The Company's purchasing agents are leaving no possibility untried in the effort to meet the requirements for food. Butter is soon to come from Denmark. Sugar (which is scarce all over the rest of the world) is coming to us in good quantities from Santo Domingo, Argentina, Venezuela, and Cuba are other sources.

It is difficult to be patient where food is concerned. But until many of the world's other difficulties are ironed out, there will continue to be shortages of many foods, and the Company will continue trying to secure all it can for its employees.

NECESARIO: UN CARGO DI AZETA DUSHI (Obtenibel: Algun caha di azeta dushi)

Scarsedad di cuminda no ta un problema cu a keda resolví den e lunanan desde cu guerra a caba. Ta berdad cu nos por haya mas carni, mas fruta, mas di algun sorto di cuminda di bleki cu no por a haya tres anja pasá, pero ainda tin hopi sorto di cuminda cu no por worde cumprá na e cantidad cu ta necesario.

Desafortunadamente, awor aki e scarsedad ta grandi den cumindanan di tur dia cu ta di mas necesario. Azeta, rees, harina, arroz y maishi ta cosnan di cual no tin basta den mundo. Bo no por cumpra nan na cantidad grandi maske cuanto bo ke paga.

Probablemente un di e motibonan principal ta cu anja pasá cantidadnan grandi di cuminda a bai pa Europa y Asia y otro teranan den miseria, pa millones di hendenan cu di otro manera lo a muri di hamber. Ademas condicionnan di negocio ta tur bruhá; ta poco-poco condicionnan ta birando normal atrobe. Sea cu bo ta desea un automobiel of un liber di arroz, e contesta ta mescos — no tin basta ainda pa tur hende cu ta desea nan.

Un otro motibo ta cu pa hopi di e articulonan cu nos ke, Merca y otro lugarnan cu ta exportá cuminda normalmente, a prohibi exportación henteramente of a limitá exportación na cantidadnan chikito, y tambe ta masha difícil pa haya permiso di exportación. Entre restricciónnan y e scarsedadnan cu existi caba, ta imposibel pa tin tur cos na provision adecuado.

Un di e scarsedadnan di peor tabata esun di azeta dushi

Departmental Reporters

(Dots indicate that reporter has turned in a tip for this issue)

Simon Coronel	.....	Hospital
Blpat Chand	.....	Storehouse
Sattaur Bacchus	.....	Instrument
Gordon Ollivierre	.....	Electrical
Luciano Wever	.....	Labor
Simon Geerman	.....	Drydock
Bernard Marquis	.....	Marine Office
Iphill Jones	.....	Receiving & Shipping
Erskine Anderson	.....	Acid & Edeleanu
Sam Viapree	.....	L. O. F.
Fernando Da Silva	.....	Pressure Stills
Bertie Viapree	.....	C.T.R. & Field Shops
Hugo de Vries	.....	T.S.D. Office
Pedro Odor	.....	Accounting
Mrs. Ivy Butts	.....	Powerhouse 1 & 2
Jacinto de Kort	.....	Laboratories 1 & 2
Henry Nassy	.....	Laboratory 3
Harold Wathey	.....	Lago Police
Mrs. M. A. Mongroe	.....	Esso & Lago Clubs
Elsa Mackintosh	.....	Dining Halls (3)
Eiric Crichtow	.....	Catalytic
Alvin Texeira	.....	Gas & Poly Plants
Calvin Hassell	.....	M. & C. Office
Federico Ponson	.....	Masons & Insulators
Edgar Larmonie	.....	Carpenter & Paint
Edgar Connor	.....	Machine Shop
Maris Harms	.....	Blacksmith, Boiler & Tin
Cade Abraham	.....	Pipe
Jan Oduber	.....	Welding
John Francisco	.....	Colony Commissary
Jose La Cruz	.....	Plant Commissary
Vanisha Vanterpool	.....	Laundry
Ricardo Van Blaricum	.....	Colony Service Office
Claude Bolah	.....	Colony Shops
Hubert Ecury	.....	Garage
Harold James	.....	Personnel
Edney Huckelman	.....	Sports
Samuel Rajroop	.....	Special

Below, H. Elishewitz, whose work is the study of insects, (see story at right) leads a burro out of a special trap where the animal had spent the night to attract mosquitoes. The means for catching insects can be seen half way up the wall; mosquitoes, thinking about that donkey inside, follow the wedge-shaped opening into the cage, and once inside they are unable to find the narrow part of the wedge to escape.

Aki bao, Dr. H. Elishewitz, kende su trabao ta estudio di insectonan (mira storia na página 7) ta saka un burico for di un trampa especial den cual e bestia a pasa nochi pa atraye sanguranan. Na mitar di e muraya nos por mirr com = tabata vange e sanguranan. Pensando riba e burico p'aden e sanguranan ta drenta pa e habri cu ta pancho p'riba e burico p'aden, pero ora nan ta p'aden nan no por haya e buraco smal pa nan sali.



recientemente. Departamento di Compras di Compania na New York a haci tur su posibel pa aumentá e cantidad cu nan ta manda nos y nan ta sigui trata di haya mas, pero te ainda no tabata posibel pa cumpra basta pa e 7,000 clientenan di Comisario.

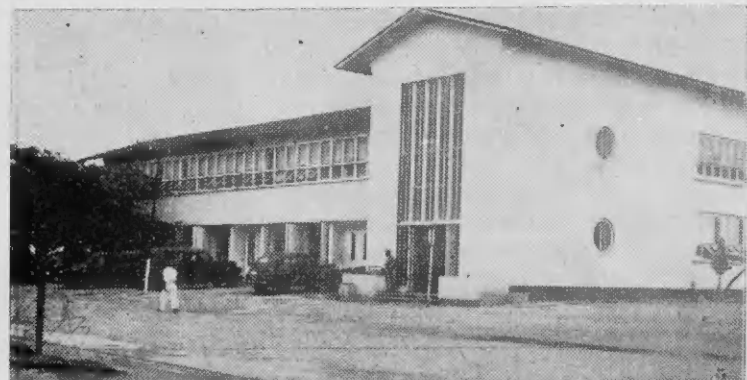
Un scarsedad generalmente ta causa un otro. Oro cu hariña ta scars, cumpradonan cu cuminda pidi arroz of maishi, y unbez no tin basta arroz of maishi mas. Scarsedad di azeta dushi a haci cu nan tabata cumpra mas rees, un articulo cu tambe ta trabahoso pa haya. Siendo cu nos tin di haci pedida seis of nuebe luna adelantá, aumento di bende di e articulonan cu ta substitui pa otronan ta causa mas scarsedad.

No ta nos só ta sinti scarsedad. Na Curaçao cinco panaderia a cerra recientemente pasobra nan nan tabatin hariña. Mescos a pasa na Oranjestad.

Otro anja nos tin mester di un millón y mei di harina, millón liber di arroz, y casi mei millón di maishi. Recientemente Comisario den Planta a bende 300,000 liter di hariña, den un dia (150 ton!). Diezcuater mil bleki di lechi a bai den un solo dia.

Agentenan cumprador di Compania no ta laga ningun oportunidad pasa sin cu nan haci esfuerso pa haya e cuminda necesario. Pronto lo bini manteca Danés. Sucu (cu ta scars na tur parti di mundo) nos ta haya na cantidad regular for di Santa Domingo, Argentina, Venezuela y Cuba tambe ta exportá.

Ta difícil pa tene pasenshi en cuanto cuminda. Pero tantem cu otro dificultadnan di mundo no worde reglá, lo sigui tin scarsedad di hopi cuminda y Compania lo sigui trata na segurá tur loque e por pa su empleadonan.



Mosquito Study Aided by Burros

Dr. Harold Elishewitz, entomologist of the Jersey Medical Department, was in Aruba for two weeks recently to study the problem of mosquito control in various spots on the island.

The doctor's studies here were to determine the size and intensity of the mosquito nuisance and to seek out the breeding areas and recommend means for destroying them.

His way of getting specimens was something not ordinarily seen around here. His traps consisted of large wood-frame screen cages into which burros were put each night to attract mosquitoes. A baffle arrangement let them in but kept them from getting out. Each morning the doctor went into the cages to gather up his plentiful specimens, and the burros were tethered to graze for the day.

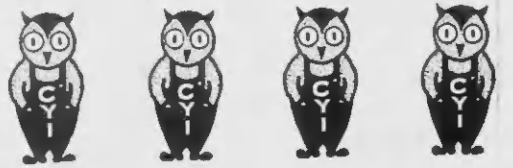
Each two days the location of the cages was changed and a new spot was picked to be tested. This procedure gave a check as to which localities were the most infested with mosquitoes.

The doctor said that there are over a dozen varieties of mosquitoes in the area and that the ones here are of the same species as those so well known to anyone who has ever been in the New Jersey salt marshes.

Along with mosquitoes as a source of annoyance in this region is a type of sand flea or midge, also known as jennenes or no-see-ums. This particular insect has a bite all out of proportion to its size, which is very small as the name indicates.

When he had finished his work in the concession area, Dr. Elishewitz did further work on other parts of the island with the cooperation of the Government and local doctors.

After leaving Aruba, the doctor was to go to Curaçao for a few days and then go on to Venezuela for more study of insects in Company installations there.



Move Tax and Customs Offices To New Zoutmanstraat Quarters

Now occupying space in a spic-and-span new building, the Tax Office and the Customs Office moved November 18, to new quarters directly opposite the old ones on the Zoutmanstraat in Oranjestad. The Tax Office occupies the second floor of the new building, while the Customs headquarters take up the first floor.

During wartime the building was used by the Schutters, but since the reduction in the military forces, it became available for other uses.

The old building will be used, after reconconditioning, by the Public Health Service, whose facilities there will include an adequate laboratory.

Oficina di Ontvanger y Douane Ta Ocupá Edificio Nobo

Dia 18 di November oficina di Ontvanger y Douane a pasa pa un edificio nobo y moderno, net enfrente di e oficina bieuw den Zoutmanstraat. Oficina di Ontvanger ta ocupá e segundo piso, mientras cu Douane ta ocupá e promé piso.

Durante di guerra e edificio a worde usá pa Schutternan, pero desde cu fuerzanan militar a cuminda mengun, e edificio a keda dispuesto pa otro doelman.

Despues di algun drechamento, e edificio bieuw lo worde usá pa Openbare Gezondheidsdienst (Hygiene Público), y facilidadnan nobo lo inclui un laboratorio.

Shown left is the new Taxes and Customs building in Oranjestad.

Na banda robes nos ta mira e edificio nobo di Douane y Ontvangerskantoor na Oranjestad.

THE WAR YEARS

AT LAGO

(PART 4)

1939-1945 A SUMMING - UP

Wearing it out . . .

In less than two weeks after the sneak attack on Aruba by German submarines February 16, 1942, the island had been put on a strictly war footing. (See ESSO NEWS of November 29). Netherlands troops, Marines, and Coast Guard, and the U. S. Army, Navy, and Air Force were here in considerable strength, and you were likely to bump into a searchlight station, gun battery, radar tower, or a company of soldiers on maneuvers almost anywhere on the island. The blackout was one of the blackest in the world, and plans for a siege, if it came, were well under way.

The siege came, but strangely enough it was carried on a thousand miles from our shores. In the early months of 1942 the Battle of the Atlantic was a desperate struggle, for high stakes, to keep the seaways open. As ships loaded with food, oil, and munitions for the Allies were lost to German torpedoes or shells along the U.S. east coast and in the Caribbean, Aruba felt the pinch too.

The intensity of the sea battle in February and March, '42, brought quick results here. Water, never plentiful but always adequate, suddenly became very scarce. As fewer ships got through the screen of submarines, food shortages developed also; neighbors and friends began sharing supplies when one had little and the other had plenty.

As long as the Caribbean Sea surrounded Aruba, and there were three evaporating plants on the island (two in the refinery at that time, and one operated by the Government), the water situation could never become really desperate. But food was another matter. Not only did the shortage quickly become critical, but no one could guess how long the submarine blockade to the north would last or whether it would get worse. Long-range plans to cover all possibilities had to be made, as in everything connected with war.

A whole shipload of canned goods, arriving at just the right time, guaranteed that no one would go hungry. Special warehouses were built for long-range storage, since it would no longer be possible to count on steady, scheduled deliveries. (Some essentials, like flour, could not be stored long because of quick spoilage in the tropics; many housewives will long remember their wartime

debates over what the point was where flour had too many things alive in it to be worth using).

Colony Service men made trips all through the Caribbean area lining up sources of food, as it became more and more and more difficult to get food from the United States. (This situation still holds. The submarines are all anchored or sunk, but it is still a struggle to get enough food sent here from the States). During this period, seeds brought here by plane were sent to Venezuela, planted by truck gardeners there, and the produce brought over by Lake Tankers.

While groups of torpedo survivors were a reminder that the war was popping all round us, there was little excitement here beyond the tenseness of total blackout, punctured occasionally by Army searchlights reaching far out to sea.

During the early hours of March 6, in a mystery never explained to the general public, an American soldier in the tank farm was shot; an artery in his leg was hit, and he bled to death. At 5:30 a.m. March 19, flares were seen at sea, and minutes later bombers headed in that direction, but no details became known.

The Lake Fleet had begun to sail again a short time after February 16. Air Corps bombing planes kept a continuous watch on the Aruba-to-Maracaibo waters and for a long distance around. Navy escort craft hovered around every convoy. Outside of marine circles it was not known until years afterwards that Lakers heading for Aruba used Amuay Bay, on Paraguana Peninsula (now the site of the new Standard refinery) as a rendezvous point. They slipped out of the Lake without escort, followed shallow water close to the Venezuelan coast until they could hole up in this big shallow bay, and when enough were ready to make up a convoy they were picked up by escort vessels. Thus about half of the conveying distance was saved, at a time when escort vessels were scarce and precious.

In March (still 1942) the Colony had its first War Chest Drive, with 75 per cent of collections earmarked for the Red Cross and most of the balance for a soldiers' canteen run by Colony women, the Star & Stripes Club.

In June the Colony had a false scare when a pre-dawn rain short-circuited the evacuation whistle and everyone bounced out of bed in a hurry. Things seemed quiet and under control, how-

ever, both overhead and out to sea, so no one evacuated.

Also in June the veteran Esso Club, built in 1929, burned to the ground. After an interval four Army barracks were placed in a hollow square and joined up to form temporary quarters which still house the club.

In mid-1942 a U-boat again struck at Aruba, this time indirectly. Hundreds of men were being recruited throughout the Caribbean area to help build the new gasoline-making equipment needed by the Allies. Over 3,000 were recruited, mostly from St. Vincent). The only transportation available was by schooner. One afternoon the schooner "Seagull", with 65 new Lagoites on board, was 30 or 40 miles from Curaçao when a submarine surfaced nearby and unlimbered its deck gun for what must have been simply target practise. One of the first shells killed the schooner's captain, and before the firing was over, several passengers and crew-members had been killed and others were injured. Survivors, who were attempting to get away in lifeboats, reported that the U-boat crew seemed to be enjoying their

grim sport — so much so that they failed to see a bomber coming at them from the down-wind side. The plane bombed the sub from close range, and sank it, according to unofficial reports. The alertness of the plane's crew saved dozens of lives on the helpless schooner. Later one of the lifeboats landed at Curaçao and another beached on the Venezuelan coast. It is to the credit of St. Vincent's men that in spite of this tragic attack they continued to come in to Aruba by schooner.

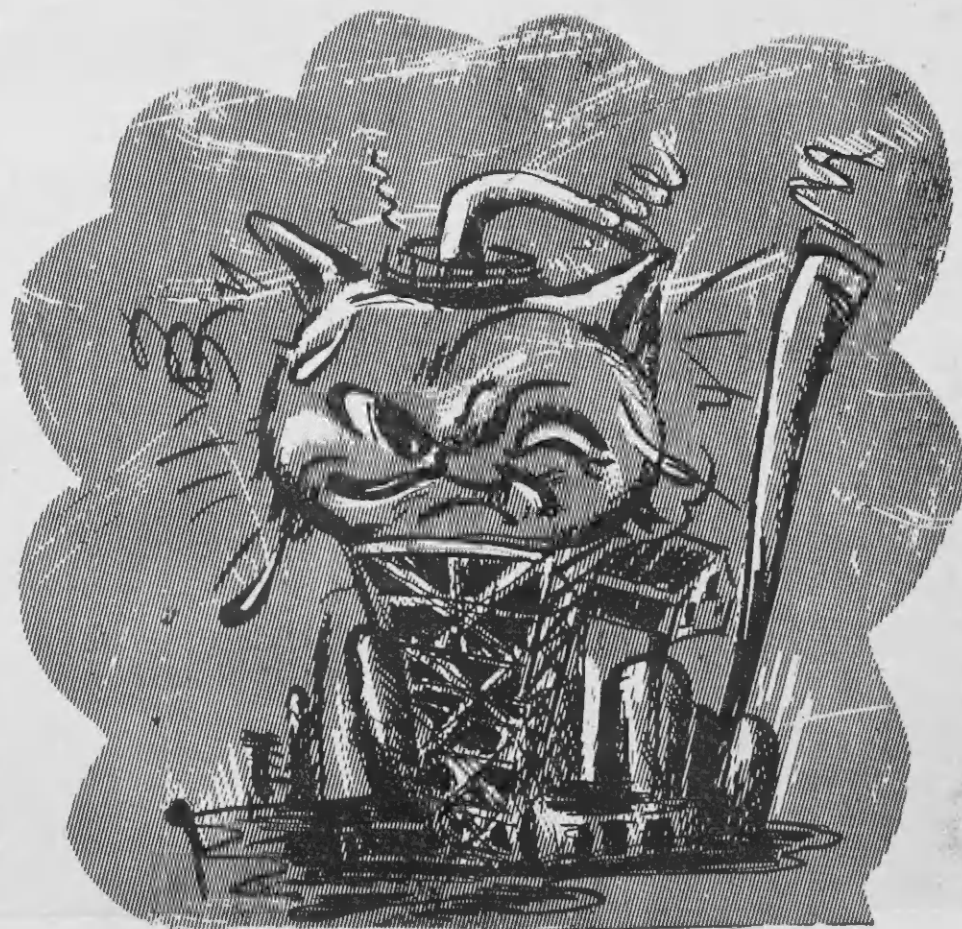
Work, hard urgent work and a race against time, became the order of the day at Lago. "Hopi CON Pronto" became the slogan; it meant "a whole lot of aviation gasoline quick".

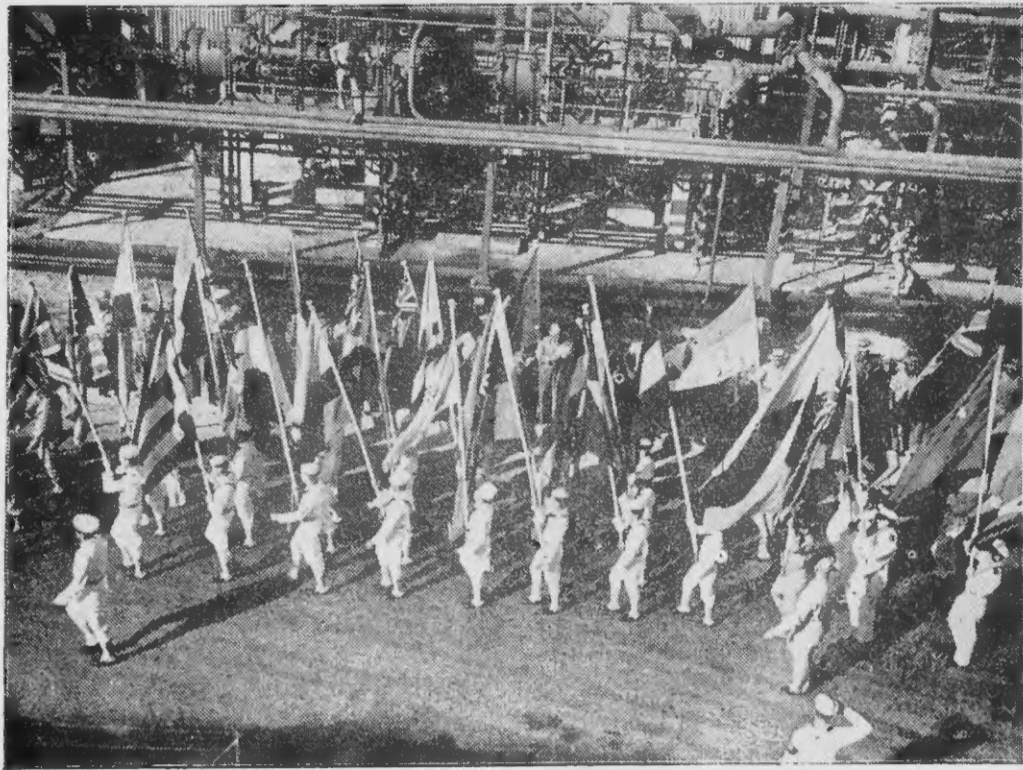
With the air-war being speeded up and airplane fuel desperately short, the refinery late in 1942 started on the construction of nineteen million dollars worth of equipment that would skyrocket our 100-octane gasoline production. On December 4, 1943, the new equipment was inaugurated. Repeated here, for the record, is a portion of the story as the ESSO NEWS told it at that time:

"Overcoming wartime shipping and transportation difficulties, material and labor shortages, and blackout conditions, the job was done in record time. The "Cat" Plant, for instance, will be in operation before a similar plant in the United States on which construction was begun in advance of the local unit. On this huge and infinitely complicated structure, all building above the foundation has been done since March 1 (1943) and improvements were being made continually during construction, so that it represents the last word in its class.

With every department contributing something to the program, it would be fruitless to give credits in detail, but some highlights can be mentioned. Some conception of the Warehouse staff's work can be seen in the fact that they handled Fls. 17,000,000 worth of material in a great number of temporary storage spaces; out of that vast amount of material the right piece of equipment had to be delivered to the right place on the right job at the right time. Stevedores unloaded more cargo in less time than ever since the refinery began, sometimes as much as 10,000 tons awaiting them at one time. (An interesting sidelight is the fact that one cargo ship was started loading Lago construction material just seven days after it was launched).

Many departments were on a continuous overtime basis for months. In the M. & C. Department much more than normal prefabrication of material was done, to keep reconstructed units out of operation the shortest possible time. The shops were continually called upon to





Netherlands and United States color guards carried the flags of all United Nations when the Catalytic Cracking Plant was dedicated December 4, 1943 — dedicated to the proposition that the Allies must be given more and more and more aviation gasoline to do their job.

Banderanan di tur Nacionnan Uni tabata den parada dia di dedicacion di Catalytic Cracking Plant, 4 di December, 1943 — dedica na e proposito cu Aliadonan mester haya mas y mas y mas gasoline di aviacion pa nan haci nan trabao.

duplicate parts that were broken in transit or failed to arrive in time through shipping irregularities. Operating Department revisions were shortened to the limit, and whenever a plant was reconstructed, some other unit was pressed into service to keep up production... The usual boundaries between divisions within Lago and between Lago and the contractors were torn down. Red tape was slashed in the delivery of material, the starting of work, the giving of orders — the keynote was "Do the work now, take care of the formalities later".

The grim fates of war still had two blows for Aruba's ships and men. Just after midnight on March 7, 1944, the lake tanker "Valera" was torpedoed off the Colombian coast, during a voyage to Panama. Captain William Russell, the only casualty, was lost while trying to swim to a raft through the heavy oil that surrounded the ship.

The wireless operator had attempted to send an SOS, but as the mast was down he didn't know whether or not the message went out.

One of the rafts on which the crew left the ship was adrift for seven days. The men had plenty of food and water,

The blackout, dangerous on land, was far more dangerous at sea where ships were deadly battering-rams as they felt their way through the blackness. When their cargo was oil, a tragic fire was almost a sure thing. This freighter, hit 20 miles north of Aruba, was cut almost to the keel but survived. (We never heard what happened to "the other fellow".)

Blackout, peligroso na tera, tabata dobel peligroso riba lamar, unda vapornan por a destrua otro facilmente si nan yega na boks den scuridad. Si den un caso asina nan tabata cargá cu azeta, un candela trágico tabata e resultado casi semper. E vapor di carga aki, a hiba un sí 20 milla for di Aruba, y el a parti casi tur, pero toch e no a sink. (Nunca no a tende kico a pasa cu e otro.)

and so were not in great danger. One of them, however, had the unique experience of surviving this week without medical attention to a broken hip he sustained when the raft, bobbing in rough seas beside the "Valera", had smashed into him as he jumped aboard. This was Peter James Every, now of the Caripito.

The raft was finally spotted by a Catalina flying boat, which radioed their position to a cruiser. They were taken to Panama, where Peter Every spent nearly four months in a plaster cast before returning to Aruba.

Six months later (September 18) tragedy struck again, accidentally this time but with even greater cost in lives than the 1942 submarine attacks. At 3:15 a.m., in the pitch blackness 14 miles south of Aruba, the Belgian ocean tanker "Ampetco" crashed almost broadside into the "Punta Gorda". The smaller ship was sliced almost completely through, so that half of it hung suspended on the "Ampetco's" port bow and half on the starboard bow.

The lake tanker, with its full cargo gushing out into the sea, immediately burst into flames that also engulfed the forward half of the "Ampetco". By the time the holocaust was over, 55 men had lost their lives — 35 on the "Ampetco" and 20 on the "Punta Gorda". Only five in the lake tanker's crew survived.

The laker soon sank, but the big ship burned itself out and was still afloat when daylight came. It was later towed to San Nicolas, and was tied up next to the Drydock for several months. The little handful of survivors lived at the United Seamen's Service club during this time, but spent each day on what was left of their ship. Eventually the hulk was towed away and used for target practise by the Navy and Air Corps.

The war years at Lago had seen many different conditions of excitement and dullness, anxiety and security, often the result of events thousands of miles away. There was the original outbreak of war in September, 1939; the invasion of Holland May 10, 1940; the United States becoming a belligerent December 7, 1941; the submarine attack on our ships and our shores February 16, 1942.

In the years after this, there was little to break the monotonous current of life that had one steady object: to keep Lago's production and shipments at the top levels demanded by always-increasing military needs.

Life in the later years was monotonous but not hard. The variety of food was narrow but there was no hunger. The blackout was irritating and hazardous, but in late 1943 it was modified to a "brownout" that was not so bad, and still later, after Germany's fall, was lifted entirely. Needless to say, we never lacked for gasoline as civilians did almost everywhere else in the world, though tires became more precious than gold.

Honors were heaped on the men and women of Aruba for their achievements in producing enormous quantities of aviation and motor gasoline, fuel and diesel oil, and other petroleum products for the Allied war machine. The Army-Navy "E" pennant was not given here, only because its provisions made it impossible to award it outside the continental United States. However, officials of the Army, Navy, government, and Lago's parent company extended high praise for a good job well done.

Many of Lago's men went off to fight the war more directly, in Army, Navy, Marines, or Air Corps; theirs is the satisfaction of taking an active part. No less satisfying, however, is the credit to those who stayed behind — who turned a valve, or "pushed a pencil", or hammered a nail — who did the million and one things, for six long years, that made Lago great in the war years.

E Ultimo Anjanan di Guerra

Den menos di dos siman despues di e ataque repentino riba Aruba pa submarinonan Aleman dia 16 di Februari, 1942, e isla tabata den condicion stricto di guerra. (Mira ESO News di November 29). Tropanan Holandes, Mariniernan, Kustbatterij y Ehército, Navy y Fuerza Aéreo Americano tabata fuerte y riba henter e isla tabatin stacion di zoeklicht, batterij, toren of soldanan. E blackout tabata un di esnan mas stricto di mundo, y plannan pa caso di sitiamento tabata na caminda.

E sitiamento a bin, pero straño ta cu el a tuma lugar algun mil milla di nos costanan. Den promé lunanan di 1942 Batalla di Atlántico tabata un lucha desesperante, cu a costa masha hopi pa tene rutanen di lamar habrí. Ora cu vapornan cargá cu cuminda, azeta y municion pa Aliadonan a perde pa via di torpedonan Aleman banda di costa Este di Merca y den Caribe, Aruba tambe a sufri consecuencianan.

Intensidad di e batalla riba lamar na Februari y Maart 1942 a duna resultado nan aki. Awa, nunca na abundancia, pero toch adecuado a bira scars. Ora cu menos vapor por a pasa e blokada di submarinonan, cuminda tambe a cuminsa bira scars y bisiñanan a cuminsa parti cu otro.

Mientras cu lamar di Caribe ta rondoná Aruba y cu tres planta di evaporá awa riba e isla (dos den refinaria y un di Gobierno), situacion di awa no por a bira fatal nunca. Pero cu cuminda tabata diferente. No solamente cu scarsedad a bira crítico, pero ningun hende no por a rey cuanto e blokada di submarino lo dura of si e lo bira peor. Plannan di antemano pa cubri tur posibilidadnan mester a worde haci, manera mester haci cu tur cos en coneccion cu guerra.

Un carga completo di cuminda di bleki, cu a yega net na tempo a garantizá cu ningun hende lo no sufri hamber. Depositonan especial a worde trahá. (Algun artículo no por a keda depositá mucho, por ehempel hariña, pa via cu nan ta dañá pronto den clima tropical.)

Hombenan di Colony Service a haci viahenan tur rond di Caribe pa busca fuentenan di cuminda, pasobra tabata bira dia pa dia mas difícil pa haya cuminda for di Merca. (Ainda situacion ta asina. Submarinonan tur ta ancrá of gezink, pero ainda ta un lucha pa haya cuminda for di Merca.)

Durante e periodo aki nan a manda simyanan ca tabata bini di Merca cu aeroplano pa Venezuela pa planta, y e productonan tabata bini Aruba abordo di tankernan.

Mientras cu gruponan di sobrevivientenan di torpedo tabata un muestra di guerra, tabatin poco excitacion, excepto e blackout total, den cual zoeklichtnan Americano tabata lombrá ocasionalmente.

Durante oranan di marduga di Maart 6, den un caso misterioso cu nunca a worde splicá na público un soldá Americano a worde tirá den tankfarm; un bena den su pia a bora y el a sangra te muri. Dia 19 di Maart, 5.30 di marduga tabatin claridad riba lamar y algun minuut despues bombers tabata na cuminda den e direccion ey pero nan no a haya ningun detalle.

Lake Fleet a cuminsa nabega atrobe unbez despues di Februari. Bombers tabata tene warda continuo riba lamar di Aruba pa Maracaibo. Cada convooi tabatin vapornan di guerra chikito di Navy rond di nan pa proteccion. Hendenan di Marine sò tabata sa cu lakernan pa Aruba tabata pasa pa Amuay Bay na peninsula di Paraganá (unda nan ta bai lamta e refinaria nobo), como un punto di encuentro. Nan tabata sali di Lago di Maracaibo sin ta escortá, siguiendo den

THE END

lamar seco pegá cu costa di Venezuela te ora cu nan por a sconde den e balia smal y ora tabatin basta lakers pa forma un convoi, vapornan di escortá tabata pasa busca nan. Di es manera hopi distancia di convoi tabata gespaar, den tempo cu vapornan di escortá tabata scars y precioso.

Na Maart, 1942 Colony a hiba un span to por nada, ora cu un awacero marduga a causa kortsluiting cu a pone e pito di alarma pa evacuación pita y tur hende a bula for di cama purá. Pero tur cos tabata queto y bao control, tanto den laria como riba lamar y no tabatin nodi di evacuá.

Na Juni tambe, Esso Club trahá na 1929 a kima henteramente. Despues di algun tempo nan a traha un Club temporario for di barakanan di Ehército.

Mei-mei di 1942 un submarino a bolbe afectá Aruba, e biaha aki indirectamente. Algun cien homber a worde reclutá for di henter area di Caribe pa yuda construí equipo pa produci gasoline necesario pa Aliadonan. (Na tur, mas di 3,000 a bin traha aki, mayoría di St. Vincent.) E unico moda di transportación tabata pa barco di bela. Un atardi e barco "Seagull", cu 65 empleado nobo pa Lago tabata mas o menos 30 of 40 milla for di Curaçao, ora cu un submarino a rijs banda di nan, y a cuminzá usa nan como blanco pa nan cañon di riba dek. Un di e promé tironan a mata captan di e barco y promé cu e tiramento a caba, varios pasajero y tripulante tabata morto y otronan heridá. Sobrevivientenan cu tabata trata di bai den botonan di rema, a conta cu tripulantenan diie submarino tabata goza nan tiramento asina tanto cu nan no a ripará cu un bomber a acerca contra biento. E areoplano a bombardiá nan di acerca y segun rapportnan no oficial nan a sink e submarino. Despues un di e botonan a yega Curaçao y un otro na costa di Venezuela. Mester bisa cu tabata balente di e hombernan di St. Vincent cu apesar di e ataque trágico aki, toch nan a sigui bini Aruba.

Trabao, pero trabao duro y urgente y pustamento cu tempo tabata cos di tur dia na Lago. Y tur e trabao cu un doel: Hopi CON pronto, loque ta nificá, hopi gasoline di aviación lihé.

Siendo cu tabatin mas guerra den aire y cu gasoline di aeroplano asina scars, na fin di 1942 refinaria a cuminzá cu construcción di 19 millón dollar di equipo cu lo aumténá produción di 100 octane gasoline extraordinariamente. Dia 4 di December, 1943, e equipo nobo a worde inaugurá. Aki bao nos ta ripití parti di loque ESSO NEWS a publicá e tempo ey:

"Venciendo dificultadnan di embarca-

ción y transportación durante tempo di guerra, escasez di material y carencia di trahadornan, y condicionnan di blackout, e trabao a worde haci den un tempo cu a bati tur record.

Cu cada departamento contribuyendo algo na e trabao, lo ta inutil pa trata di duna crédito na tur, pero un parti di e trabao mester worde mencioná en particular. E Staff di Warehouse, por ehemplo, a trata materialnan pa e programa di construcción cu un valor di Fls. 17,000,000 y tabata un problema masha grandi pa entregá a debido pida material na e lugar propio y na e tempo apropiado. Alun bez estibadornan tabatin di descargá tanto como 10,000 ton di cargamento apresuradamente. Hopi departamentonan a traha sobretiempo constantemente durante lunanan."

Ainda guerra tabatin mas tragedia pa Aruba su vapornan cu nan hendenan. Net despues di mei anochi, Maart 7, 1944, e lake tanker "Valera" a worde torpediá banda di costa di Colombia, durante un viahe pa Panama. Captan William Russell tabata e único cu a perde ora cu e tabata trata di alcanzá un vlot, landando door di e azeta diki cu tabata rondoná e vapor.

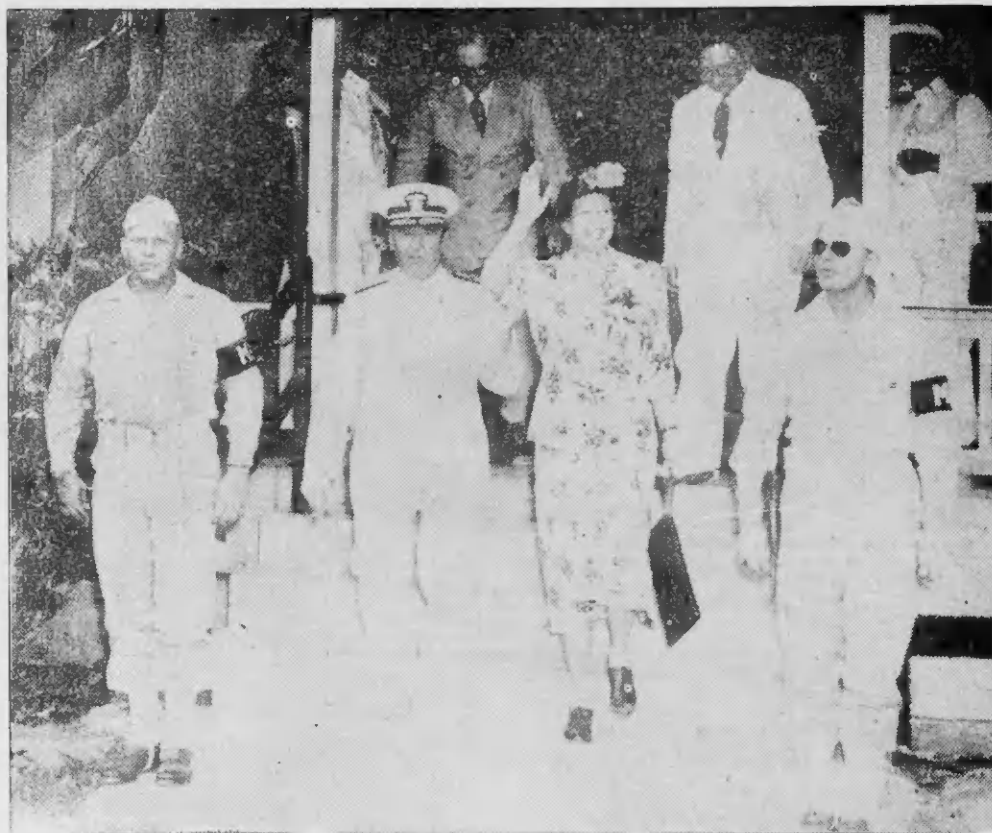
E telegrafista a logra na manda un señal di SOS, pero como e mast tabata abao e no tabata sa si e señal a pasa.

Un di e vlotnan riba cual e tripulantenan a subi a keda drief siete dia. E hombernan tabatin basta cuminda y awa y pesey nan no tabata na gran peliger. Un di nan sinembargo, tabatin e experiencia di a sobrevivi e siman ey sin atención medical pa un heup kibrá, causá pa e vlot mes, cu a dal contra djé, ora cu el a bula for di e vapor riba e vlot. E homber aki ta Peter James Every, awor di Caripito.

Porfin un vapor Catalina a mira nan y a telegrafiá nan posición na un cruzero. Nan a hiba nan Panama y Peter Every mester a keda cuater luna den gips promé cu e por a bolbe Aruba.

Seis luna despues (September 18) otro tragedia! E biaha aki accidentalmente, pero causando mas pérdida di vida cu e ataquenan di submarino na 1942. Pa 3:15 di mardugá, den scuridad spantoso 14 milla pa zuid di Aruba, e ocean tanker Belgicano "Ampetco" a boks casi recht den "Punta Gorda". E vapor chikito a parti casi henteramente na dos, di moda cu un mitar di dje a keda pegá na banda drechi y e otro mitar na banda robez di "Ampetco".

E lake tanker cu su carga bashando na lamar unbez, a pega candela inmediatamente y vlamnan grandi a cubri e parti delantero di "Ampetco". Ora cu e desastre a pasa, 55 homber a perde nan bida — 35 di "Ampetco" y 20 di "Punta Gorda". Solamente cinco di tripulación di e



Prominent visitors to Aruba during the war years included H.R.H. Prince Bernhard of the Netherlands in October, 1942, H.R.H. Princess Juliana in February, 1944, and Mrs. F. D. Roosevelt in March, 1944. Globe-trotting Eleanor Roosevelt is shown as she left a reception at the Navy Commodore's home.

Bishitanan prominente na Aruba durante anjanan di guerra ta inclui Prins Bernhard na October, 1942, Prinses Juliana na Februari, 1944 y Señora Roosevelt na Maart, 1944. E portret ta mustra Eleanor Roosevelt cu a pasa casi rond mundo, ora cu e tabata sali di un recepcion na cas di Comodoro di Navy.

lake tanker a sobrevivi. E lake tanker a sink pronto, pero e vapor grandi a sigui kima y e tabata drief ainda, ora di dia a habri. Despues nan a touwé hiba San Nicols y el a keda mará banda di Drydock pa hopi tempo. E poco sobrevivientenan a biba na Club di Servicemen durante e tempo aki, pero nan tabata pasa henter dia riba loque a sobra di nan vapor. Despues di tempo e resto a worde getouw y Navy y Fuerza Aéreo a usé como blanco pa nan practicá.

No war history of Aruba would be complete without Tom Evans' happy grin as he blasted out news of the Japanese surrender on the Powerhouse whistle at 7:25 p.m. August 14, 1945.

Ningun storia di guerra di Aruba por ta completo sin e sonrisa di Tom Evans ora cu el a pita e pito di Powerhouse 7:25 di anochi dia 14 di Augustus, 1945, anunciando victoria riba Japon.

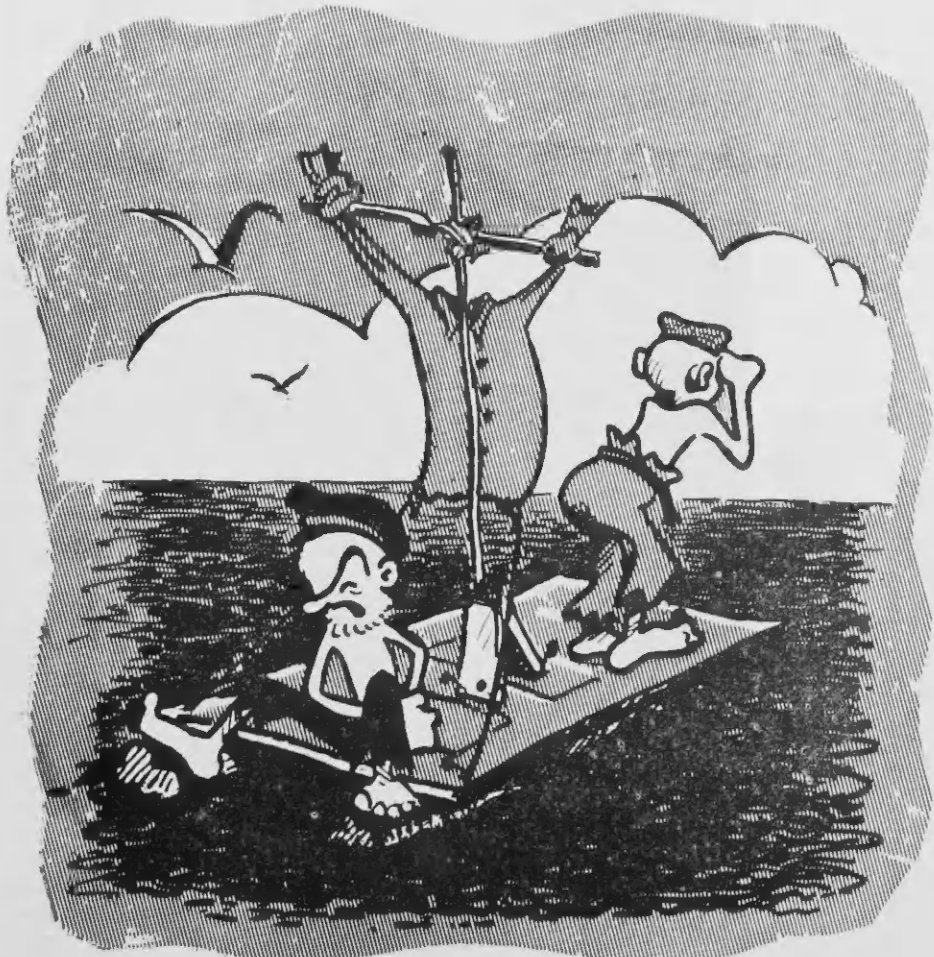
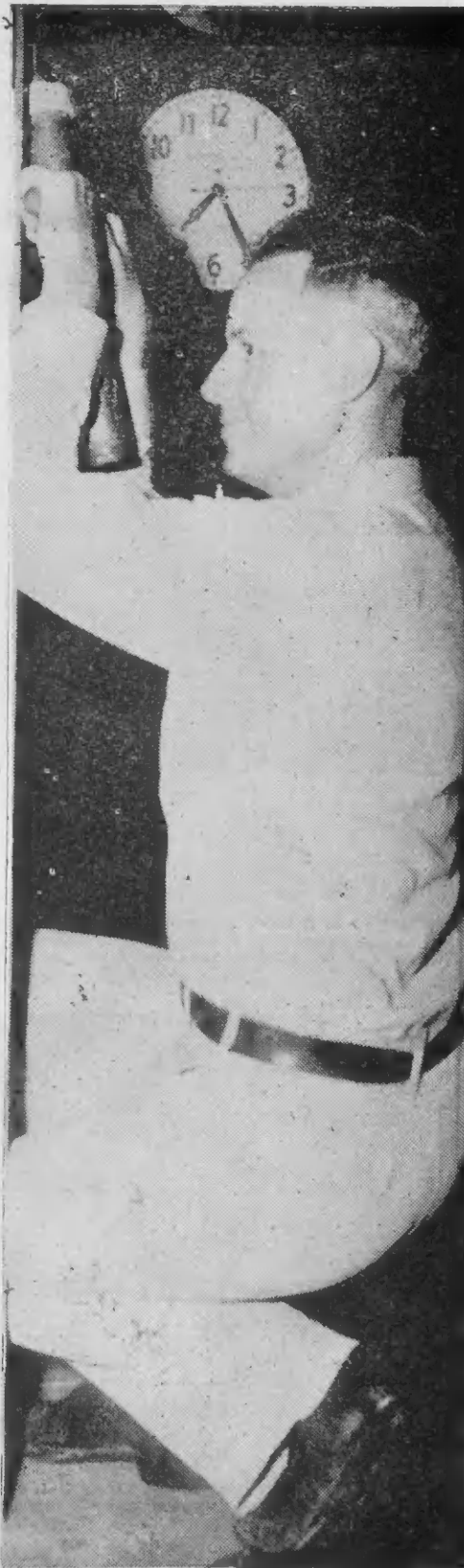
E anjanan di guerra na Lago a mira asina tanto diferente condicionnan di excitación y fastidio, ansia y seguridad, hopi biaha resultadonan di eventonan miles di milla leeuw. Por ehempel, cuminzamento di guerra na September 1939; invasión di Holanda, Mei 10, 1940; participación di Merca den guerra, December 7, 1941; ataque di submarino riba nos vapornan y costanan, Februari 16, 1942.

Durante e anjanan despues di esaki, tabatin poco cos pa kibra monotonia di bida cu tabatin un solo doel: mantene produción y embarcación di Lago na top, manera necesidadnan militar tabata exigí.

Bida durante e anjanan cu a sigui tabata monótono pero no duro. Variedad di cuminda tabata poco, pero ningun hende no a pasa hamber. Blackout tabata iritante y peligroso, pero na último lunanan di 1943 nan a kita algun restriccion cu a bin haci menos stricto y despues cu Alemania a cai, blackout a kita henteramente. No tin nodi di bisa cu nunca nos no a falta gasoline manera civilnan tur otro parti di mundo, pero tironan a bira mas precioso cu oro.

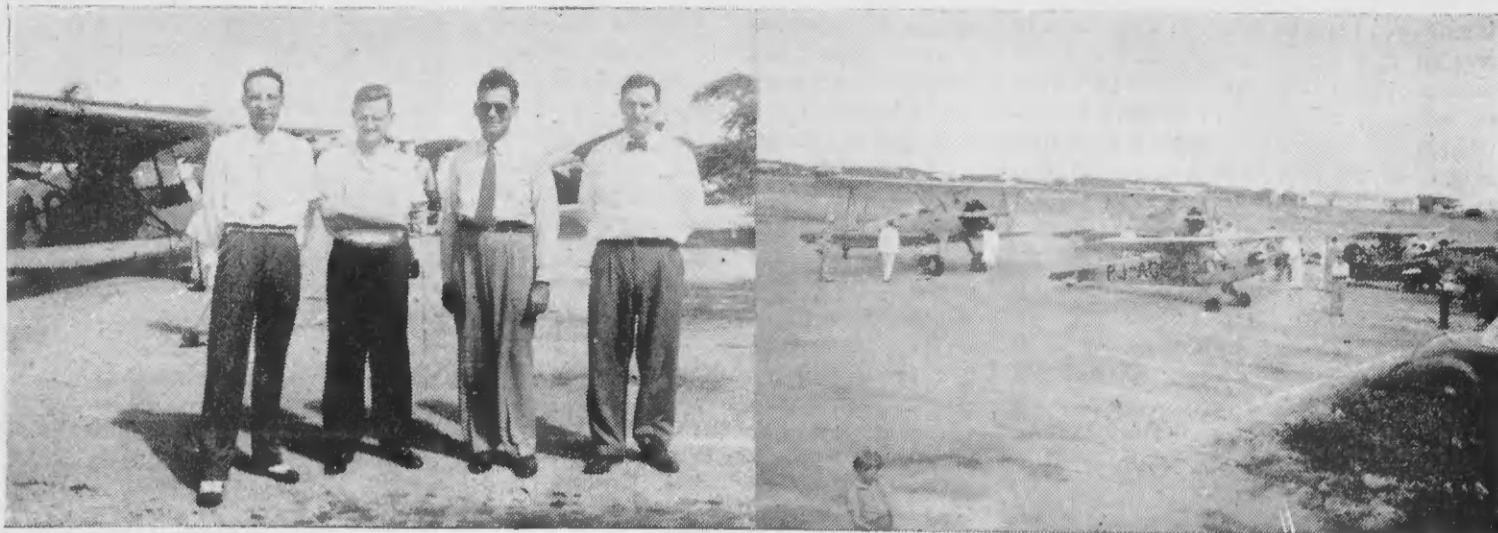
Homber- y muhernan di Lago a ricibi hopi elogio pa loque nan a logra produciendo cantidadnan enorme di gasoline pa aviación y motor, fuel y diesel oil, y otro productonan di petroleo pa machiennan di guerra di Aliadonan. Oficialidadnan di Ehército, Navy, Gobierno y Standard mes a gaba e trabao bon haci.

Hopi hende di Lago a bai bringa den guerra directamente, drentando Ehército, Navy, Marine y Fuerza Aéreo; nan tabatin e satisfaccion di tuma parti activo aden. No menos satisfactorio ta e crédito na esnan cu a keda atras — cu a habri un kraanchi, hiba nota, of claba un clabo — esnan cu a haci mil y un cos, seis anja largo, cu a haci Lago famoso durante anjanan di guerra.



NEWS AND VIEWS

One of the best ways known for winding up a vacation — tired (maybe broke) but happy — is demonstrated by W. H. (Scottie) Aldie of the Edeleanu Plant. The picture was taken last month by Constantine Zannaras, chief engineer on the "F. H. Bedford Jr.," who knows his camera shutters as well as his diesel engines.



Four Lagoites represented the Aruba Flying Club December 1 when the Curaçao Flying Club dedicated a new clubhouse at Hato Field and added an air show to the program. Left to right in the first picture are Cy Yates, Paul Gordijn, Cornelis Peeren, and Alec Shaw. The second picture shows a group of Aruba and Curaçao planes. For the Lago fliers, the high spot in the day's events came when Cornelis Peeren of the Telephone Exchange, in a borrowed Curaçao plane, won the race to find a white cross that had been laid out "somewhere" on the island. (Pictures through the courtesy of CPIM's magazine "De Passaat".)



Every kind of costumed figure from Donald Duck to an Arabian shiek and shiekess put in an appearance at the Ezzo Club's masquerade ball November 30. This group of Kentucky hillbillies took the prize for the most original group. Maybe they should have had an extra prize, because none of them has had much to do with the Old Kentucky Home. Their names: John Ten Houte De Lange, Ab Van Montfrans, "Tex" Schelfhorst, Frank Roding, and Herman Couzy.



"A bad girl who looks good" might describe this talented young lady, Universal-International's teen-aged star. She was a hit as the bad daughter in "Mildred Pierce", and plays another naughty part in "Swell Guy", her newest appearance, with Sonny Tufts. Ann Blythe is the name.

Linton Benn, un di e tripulantenan di a lake tanker "Temblador" ta gaba cu un pisca (Spanish mackerel) cu nan a cohe durante un viahe reciente pa Maracaibo, mientras su cachó (cu ta lere cu e ta doño di a vapor) ta holé sospechosamente. Ora su etripulantenan cohé un asina y si nan logra na yega mercado di San Nicolas na tempo, nan ta saka algo for di nan piscamento.

Linton Benn, quartermaster on the lake tanker "Temblador", shows off a man-sized Spanish mackerel caught by the ship's crew on a recent Maracaibo trip, while the pup (who thinks he owns the ship) sniffs suspiciously. Most lakers carry a fishline off the stern; when the fishermen get a catch like this, and can hit the San Nicolas market at the right time, it is worth good money.

No strangers to Aruba's lovers of good music, the Anacoona all-girl orchestra poses for a picture between numbers while appearing at a dance at the Lago Club November 16. It was a return engagement, the girls coming to Aruba a second time after radio appearances in Caracas. Picture by Samuel Rajroop.



Admiral Byrd's Penguin Chasers Get Hamburger Sendoff In Aruba's New Role as Gateway to Antarctic Icecap

Ice and snow and an occasional penguin or two will be the lot of the crew of the U.S.S. "Canisteo", a Navy oiler, for some time to come. The "Canisteo" is one of the Navy ships assigned to the new expedition to Antarctica commanded by Admiral Richard E. Byrd, of previous south-polar fame.

While she was here in Aruba loading fuel for the trip, part of her crew was entertained at a picnic at the Legion Home by the Lago Community Council together with the American Legion. The Council furnished the refreshments and the Legion supplied the building and the labor necessary to complete the job.

In all about 80 sailors and officers enjoyed hamburgers, beer and cokes at the Legion Home and later went up to

the Lago ball field for a softball game with Lago High.

The expedition itself is composed of a great number of ships and men, including civilian technicians, and is expected to last at least a year. Advance units are now making their way south to the Antarctic for the purpose of establishing bases there for scientific study.

The "Canisteo's" route was to take it from here through the Panama Canal and then down the west coast of South America to the polar regions, where it will remain until April or May and then return after its supply of fuel for the ships is used up. Aruba was the last liberty the crew was to have until the ship reaches Rio de Janeiro on its way back early next year.



With a mighty cut at the ball, W. R. C. Miller, Mechanical Superintendent, started off the Lago Sport Park Baseball League for 1946. Waiting in vain for pitcher B. Teagle's delivery are umpire Roy Stichel and Artraco's catcher, Theodor Nadal. Looking on behind Mr. Miller are sports committeemen Edney Huckelmann of the Dispensary and Bertie Viapree of the Central Tool Room. The opening game was played between Barnes Ramblers and Artraco, and ended in a 15-2 win for the Ramblers.

Yudanza di Burico Pa Estudio di Sangura

Dr. Harold Elishewitz di Jersey Medical Department tabata na Aruba dos siman recientemente pa studia e problema di controlá sangura na varios partinan di e isla.

Estudionan di e dokter aki tabata pa determiná tamaño y intensidad di e fastidio di sangura y di busca e camindanan di broei y pa recomendá modanan pa destruí esakinan.

Dr. Elishewitz su moda di vange e bes-tianan tabata algo straño pa hendenan di aki. Su trampanan tabata cahanan grandi cu waya den cual e tabata pone burico tur anochi pa lok e sanguraman. E hokkinan ta instalá di tal moda cu e sanguraman por drenta, pero nan no por sali. Cada mainta e dokter tabata piki su insectonan y despues e tabata saka e buriconan pa nan come, te anochi atrobe pa nan bolbe sirbi como aas.

Cada dos dia e tabata cambia lugar di e hokkinan pa e por check cual ta e partinan cu tin mas sangura.

Ora cu el a caba su trabao den concesión, Dr. Elishewitz a haci mas trabao na otro partinan di e isla cu coöperación di Gobierno y doctornan local.

The Lago Sport Park Baseball League is well under way, with a number of games played since the opener November 24. Some pretty fair play has been seen in the past three weeks and some of the teams are really getting their eye on the ball.

In the second tussle of the season, San Lucas thumped an 11-4 win out of Venezuela. It was all over for Venezuela in the second inning when their pitcher was patted from the box by a four run barrage and they limped through the rest of the game gathering only four runs themselves.

That same afternoon Cerveceria walloped the Dodgers unmercifully in a 10-1 hit parade. Artraco and Pepsi Cola fought it out on the morning of December 8 with the Artraco boys winning 12-8. Pitcher Laveist, in a relief assignment, saved the game from a Pepsi Cola onslaught in the fourth inning and then proceeded to pitch his way to victory. In the afternoon the Ramblers took Venezuela over the hurdles 11-2 on a paltry nine hits.

Interest is running high in baseball, and the rest of the season should bring forth even better play.

Baseball Schedule

December 22	Artraco vs Venezuela	10:00 a.m.
	Ramblers vs San Lucas	2:00 p.m.
December 29	Cerveceria vs Pepsi Cola	10:00 a.m.
	Venezuela vs Dodgers	2:00 p.m.
January 5	Ramblers vs Dodgers	10:00 a.m.
	Artraco vs San Lucas	2:00 p.m.
January 12	Venezuela vs Cerveceria	10:00 a.m.
	San Lucas vs Pepsi Cola	2:00 p.m.
January 19	Ramblers vs Cerveceria	10:00 a.m.
	Artraco vs Dodgers	2:00 p.m.
January 26	Dodgers vs San Lucas	10:00 a.m.
	Pepsi Cola vs Ramblers	2:00 p.m.
February 2	Pepsi Cola vs Venezuela	10:00 a.m.
	Cerveceria vs Artraco	2:00 p.m.

Aruba Trading Play Continues

With the Aruba Trading Cup Competition almost half way through, some of the teams seem to be heading for definite slots in the ladder of wins and losses. At the top at present is Voortwaarts with three points, but hot on the trail and practically up with them is La Fama at two points. La Fama, however, has played one game less than the Voortwaarts team and may in some of its future contests turn out to be a much stronger outfit than bargained for.

Grenada, after a mediocre start, has been improving steadily, and if they continue to display the brand of football shown recently they will finish near the top of the heap. Of the other teams not too much can be said as they still seem to be getting their bearings.

SCORES

November 24	Trinidad	1
	Grenada	1
November 30	Voorwaarts	1
	B.G. "B"	1
December 7	Grenada	2
	Rangers	1

A sailor's heaven—food, beer, and a girl to dance with. That's what Aruba was to the crews of the U.S.S. "Canisteo" and "Chukawan", Navy oilers, which stopped here recently. The "Canisteo" is part of the big expedition to the Antarctic, commanded by Admiral Richard E. Byrd. Below the boys are tripping the light fantastic on the night the "Chukawan" was here.



Brewer Moves to Cuban Refinery Abadie Up to Colony Manager

Reorganization in the Colony Service Department began this month with the announcement of L. J. Brewer's transfer to the Standard Oil Company refinery at Havana, Cuba, where he will be assistant superintendent.



J. J. Abadie

His position as colony manager will be taken by J. J. Abadie, formerly superintendent of service units, who has been acting colony manager during Mr. Brewer's absences in the past.

The post of superintendent of service units will be taken by Preston Hunt, former laundry foreman.

Mr. Brewer came to Aruba in 1929 as a 1st class helper, and in 1931 became a cleanout foreman. In 1936 he was made sub-foreman 1st class in cleanout, and later became foreman of the department. In 1939 he became process foreman in the Pressure Stills, and has been colony manager since 1942.

Mr. Abadie started with the Company at Tampico in 1922. All his service was in Mexico until 1938, when he came to Aruba as general foreman of the Storehouse. He has been supt. of service units since 1940.

Mr. Hunt started his Company service here in 1938 as assistant foreman of the laundry, and has been foreman of that operation since 1940.

PRICES

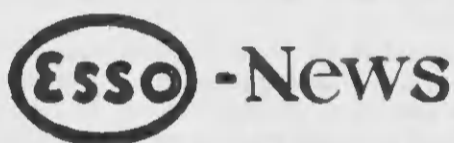
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and duty. These charges added to the original cost of an article are called the "laid-down cost" — that is, "laid down in Aruba".

The selling price of various kinds of articles is then set in various ways, all starting from this basic figure of "laid-down cost" or cost to the Company of bringing the goods to Aruba.

It was clearly shown that the Commissaries are operated without profit, and that a substantial part of the cost of operation is absorbed by the Company without increasing the cost of the goods sold.

Holland's first oil field — a 3/4-square-mile tract with 15 wells — has settled to a production of 600 metric tons of crude oil a week.



The petroleum industry is confident of its ability to supply adequate liquid fuels for centuries to come, provided "we have the opportunity", said Eugene Holman, Jersey president, at the A.P.I. convention last month.

Speaking on the oil industry's future, he told the convention that if the world is to produce the oil it could and should, there must be a system of vigorous, competitive enterprise with research and development free of regimentation.

Chester F. Smith, a director of S.O. Co. (N.J.) and for more than 35 years associated with the company in manufacturing and engineering operations, was made a vice president effective December 1.

Since 1944, Mr. Smith has been chairman of the Coordination Committee, a central study and advisory group which includes executives of some affiliated companies as well as department heads of the parent company. His appointment increases the number of vice presidents to four. The others are Orville Harden, John R. Suman, and Robert T. Haslam.

A native of Bayonne, all of Mr. Smith's service was with the Jersey refineries, including the presidency of Standard Oil Company of New Jersey from 1940 until 1944.

Comite Ta Reuni pa Discuti Prijnsnan di Comisario

Representantenan di Empleadonan a reuni cu supervisoran di Comisario dia 6 di December, den di promé di un serie di reunionnan planeá, pa muestra empleadonan com ta bini na prijsnan di Comisario, y pa studia problemanan di Comisario en general.

Metodonan den fihamento di prijs na worde splicá pa Harry Backus, supervisor general di Comisarianan, pa muestra unda e placa ta bai cu ta worde gastá pa articulonan di Comisario. El a muestra cu tin varios costonan cu mester worde aumentá na e costo original. Esakinan ta inclui gastonan pa haci comprasnan, costo di pakmento pa exportación, flete na Merca, flete over di lamar, asegurado, gastonan pa carga y descargá y invoer-rechten.

On a visit here as guests of the Surinam Club, the Transvaal Club from Curacao played football matches with Hollandia and Aruba Juniors November 30 and December 1. Hollandia took the first game 4 to 1, and the Juniors repeated the dose 2 to 1. The Hollandia squad is shown below: standing are Cqriilo Orman, Roman Aparisio, Dominico Ridderstap, Eleuterio Orman, Chemito Orman, and Estevan Zinvinger; kneeling are Sixto Franken, Toribio Ridderstap, Frank Tromp, Emil Orman, and Serapio Tromp. Picture by Rajroop.



AROUND THE PLANT

Roland Stevenson, until recently of the Pressure Stills, left Aruba for California November 23. Roland planned to visit relatives in the States and later to become a student for the Episcopalian ministry.

Rudolf Smith, of Machinists, married Miss Iris Eadie, of Lago Hospital, at the Anglican Church in San Nicolas, with a reception following the ceremony.

John Stewart, of the Pipe Department, left on his long vacation to Grenada, December 4.

Estevan Croes, of the Foundry, married Recata Boekhoudt November 28 at Sabaneta. The couple was presented with a vanity set by Hugh McGibbon, Foundry foreman, in behalf of the Foundry employees.

"Cappie" Wever of the Marine Office returned to Aruba December 4 after spending part of his long vacation seeing the sights in Caracas.

Franklin Hosam Sooi of No. 2 Lab. is now on his 10 week long vacation to Paramaribo, Surinam. He left Aruba by plane for Curaçao December 5 and sailed from there to Surinam.

Evaristo Kock of No. 2 Lab. left on a six week long vacation December 2. He hoped to be able to spend it in Caracas.

Delogracio Everon of the Drydock started a four week vacation December 11. Francisco Feliciano stopped driving his truck for four weeks December 14. Juan Lampe and Richard Sam left for six weeks and Placido Hernandez started five weeks December 16. Frederick Park left for seven weeks December 18. He planned to go to Surinam for the holidays. Luciano Rosenberg left for four weeks December 19.

Claude Bolah, ESSO NEWS reporter for Colony Maintenance, left Aruba

December 12 for his home in Grenada with his wife and daughter. Claude will spend his 13 weeks visiting his family and showing his wife and little girl about the island, for they have never been there before.

Bernard Marquis, ESSO NEWS reporter for the Marine Office, is back from a vacation in Cuba where he says he spent a very enjoyable time seeing the sights. Bernard was greatly impressed by the size and beauty of Havana and by the hospitality of the people there.

Hewley McGibbon of the Catalytic Department left December 1 to spend a nine-week long vacation with his family in British Guiana.

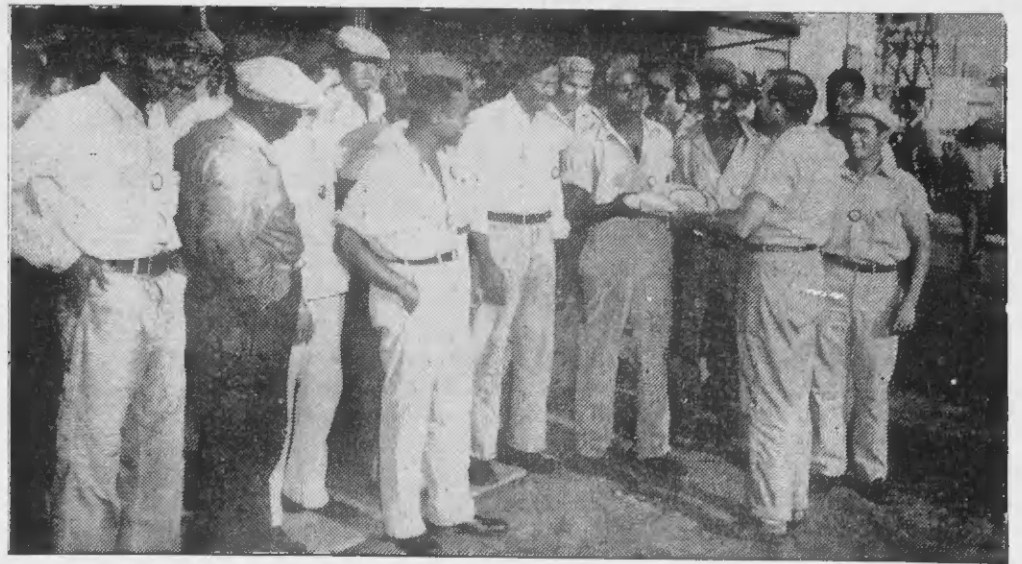
Elric Crichlow, ESSO NEWS reporter for the Catalytic Department, celebrated his twenty-third birthday with a party in the Lago Heights Bachelor Quarters November 28. Elric had a number of friends in for refreshments and some songs. Among the guests was Hewley McGibbon who sang, in his well trained voice, several popular songs from well known operettas. Everyone agreed that the party was a complete success.

Adriaan Zenwijken, file clerk at the Marine Office, left on long vacation December 13 and was planning to travel to Surinam by way of Trinidad. Adriaan has been a Lago employee for 18 years.

Teresita Schaup, nurse at the Hospital, left for her home in Santo Domingo December 16 for an 8-week vacation, her first visit there in five years.

SCHEDULE OF PAYDAYS

Semi-Monthly Payroll	
Dec. 1-15	Monday, Dec. 23
Dec. 16-31	Thursday, Jan. 9
Monthly Payroll	
Dec. 1-31	Friday, Jan. 10



Surrounded by well wishing friends of the Drydock, Camille Pantophlet receives a wedding gift of a silver plate and silver serving set from Sidney Drake. The gift was presented on the occasion of Camille's marriage to Viola Clark at the Church of St. Theresa November 27. A reception followed the ceremony at the B.I.A.

Credit Raised for Staff And Regular Employees

Commissary credit for all staff and regular employees for December is being increased by Fls. 20, according to an announcement made early last week.

This was done as a convenience to employees, since Commissary purchases are heavier than usual during the holiday season. It was suggested by the Employees' Advisory Committee, which pointed out that employees could thus buy additional supplies on credit for the Christmas and New Year holidays.

Aumento di Crédito

Crédito di Comisario pa tur empleadonan Regular y di Staff pa luna di December ta aumentá cu Fls. 20, segun un anuncio haci na cuminzamento di siman pasá.

Esaki ta pa conveniencia di empleadonan, siendo cu compranan na Comisario ta mas hopi durante dianan di fiesta. Esaki a worde proponi pa Comité Consultativo di Empleadonan, cu a muestra cu di es manera empleadonan por compra mas cos na crédito pa dianan di fiesta di Pascu y Anja Nobo.

NEW ARRIVALS

- A son, James Kinnaird, to Mr. and Mrs. John Watkins, November 21.
- A son, Robby Evaristo, to Mr. and Mrs. Evaristo Arends, November 21.
- A son, Roberto, to Mr. and Mrs. Mathias Vroolijk, November 22.
- A daughter, Elizabeth Isabel, to Mr. and Mrs. Herman Dijkhoff, November 24.
- A son, Emanuel George, to Mr. and Mrs. Augustine Williams, November 26.
- A son, Eric Arnold Franklin, to Mr. and Mrs. William Milton, November 26.
- A daughter, Cynthia Patricia, to Mr. and Mrs. Eugenio Roos, November 29.
- A son, Martin Luther, to Mr. and Mrs. Whitfield Cummings, November 29.
- A daughter, Corinne Patricia, to Mr. and Mrs. Benjamin Lyle, December 1.
- A son, David Lawrence, to Mr. and Mrs. Rudolph Janecek, December 1.
- A daughter, Glenda Philomena, to Mr. and Mrs. Ramiro De Kort, December 1.
- A daughter, Lidia Clothilde, to Mr. and Mrs. Guillaume Rogers, December 4.
- Twin daughters, to Mr. and Mrs. Richenel J. Lio-A-Tjan, December 5.
- A son, David Washington, to Mr. and Mrs. Claudius Mack, December 6.
- A son, to Mr. and Mrs. Josef Curiel, December 7.
- A daughter, Beatrice Lovelace, to Mr. and Mrs. Hubert Leverock, December 7.
- A daughter, Jacqueline Marie, to Mr. and Mrs. George Tondy, December 8.
- A son, to Mr. and Mrs. Edgar Craigg, December 8.

We regret an error in the last issue, by which little Susanne Shirley Fernandes, born November 1, was listed as a "son". Her father, Eddie Fernandes, wants it definitely known that Susanne Shirley is a daughter.



Cabei di Oro

Hopi tempo pasá tabatin un cuidador di carné cu su casá y su jioe ta biba den un cas banda di mondi. E jioe tabatin cabeil largo blond cu tabata lombra mesocos cu luz di solo y p'esey nan tabata yamé "Cabei di Oro". Un dia el a bai mondi pa contra cu su tata, pero el a verdwaal y e no por a haya su cas.

El a camna tres dia largo; ora e tabatin hamber e tabata come fruta y anochi e tabata drumi den palo. Di cuater dia el a yega na lamar. Tabatin algun piscador ey y ora nan a mira e mucha un a grita:

"Esta un bunita mucha. Laga nos ban cuné." Cabei di Oro ya a perde speranza di haya su cas y como e tabata sintié masha só, el a dicidí di bai cu nan. Nan a sali pa pisca, pero nan no tabatin suerte; nada nan no por a cohé. Porfin esun di mas bieuw di cu Cabei di Oro: "Ata mi reda, purba si bo tin mihor suerte." Cabei di Oro a tira e reda, pero ora cu e kera saké, a parce cu e reda a pega na un baranca den fondo. El a ranka cu tur su forza y porfin e reda a bini ariba. E reda tabatin motibo di ta pisá, pasobra den dje tabatin un corona di oro puro, tur dorná cu piedranan precioso.

"Cabei di Oro, bo ta nos rey", e piscador bieuw di, "cien anja pasá nos rey bieuw tabata muriendo y como no tabatin ningun hende pa siguié, el a tira su corona na lamar, y e di cu esun cu hayé lo ta rey."

E piscadornan a bolbe tera unbez y nan a hiba Cabei di Oro na un palacio grandi, y nan a pone riba e trono di oro. Cabei di Oro a manda un wagen cu seis cabai blanco pa busca su mama y tata na mondi. Nan no por a kere, sino te ora nan a mira nan jioe riba trono cu su corona precioso bistí.

Cabei di Oro tabata un bon rey, y tur hende tabata stimé. El a reiná hopi anja largo y dia cu el a muri tur hende a yora nan rey stimá.

Golden Hair

Long ago a shepherd, his wife and a son lived in a hut by the wood. The boy had long blond hair, that sparkled like sunlight, and therefore they called him Golden Hair. One evening he went off to the wood to meet his father, but he got lost and couldn't find his way back home. He walked around for three days, eating fruit when he was hungry and when it got dark he climbed in a tree to sleep. On the fourth day he came by the sea. There were some fishermen around and when they saw the boy, one of them cried: "Oh, what a pretty boy. Let's take him along with us."

Golden Hair had lost all hope to ever find his home again and as he was very lonesome he decided to join the fishermen. He climbed on the boat and they went out to fish. The fishermen didn't have any luck, they couldn't catch anything. At last the oldest among them said to Golden Hair: "Here my boy, take my net and try your luck."

Golden Hair threw out the net, but when he wanted to pull it back, it seemed as though the net had stuck on a rock on the bottom. He pulled with all his might, and at last he managed to bring up the net. No wonder he had to pull so hard, for in the net there was a crown of pure gold, studded with all kinds of

precious stones.

"Golden Hair, you are our king now", said the old fisherman, "a hundred years ago our old king was dying, and as there was no one to follow him, he threw his crown out in the sea and said that the one who found it would be king."

The fishermen hurried back to land and brought Golden Hair to a beautiful palace. Lots of people came to welcome their new king. Golden Hair sent out a carriage with six white horses to the wood to find his parents. They could not believe it was true, until they saw their son on the throne with his precious crown on his head.

Golden Hair was a good king and everybody loved him. He reigned for a long time, and when at last he died of old age, the whole country mourned for their beloved King Golden Hair.

